

§ 169.705

cooking, or lighting in part 147 of this chapter.

(4) If the fuel supply line enters an enclosed space on the vessel, a remote shutoff valve must be installed which can be operated from a position adjacent to the appliance. The valve must be a type that will fail closed, and it must be located between the regulator and the point where the fuel supply enters the enclosed portion of the vessel.

(5) If Chapter 6 of NFPA 302 is used as the standard, then the following additional requirements must also be met:

(i) LPG or CNG must be odorized in accordance with ABYC A-1.5.d or A-22.5.b, respectively.

(ii) Ovens must be equipped with a flame failure switch in accordance with ABYC A-1.10.b for LPG or A-22.10.b for CNG.

(iii) The marking and mounting of LPG cylinders must be in accordance with ABYC-1.6.b.

(iv) LPG cylinders must be of the vapor withdrawal type as specified in ABYC A-1.5.b.

(6) If ABYC A-1 or A-22 is used as the standard for an LPG or CNG installation, then pilot lights or glow plugs are prohibited.

(7) If ABYC A-22 is used as the standard for a CNG installation, then the following additional requirements must also be met:

(i) The CNG cylinders, regulating equipment, and safety equipment must meet the installation, stowage, and testing requirements of paragraphs 6-5.11.1, 2, 3; 6-5.11.5; and 6-5.11.8 of NFPA 302.

(ii) The use or stowage of stoves with attached cylinders is prohibited as specified in paragraph 6-5.1 of NFPA 302.

§ 169.705 Mooring equipment.

Each vessel must be fitted with ground tackle and hawsers deemed necessary by the Officer in Charge, Marine Inspection, depending upon the size of the vessel and the waters on which it operates.

§ 169.709 Compass.

(a) Each vessel must be fitted with a magnetic steering compass.

(b) Each vessel certificated for exposed water service must have an

46 CFR Ch. I (10-1-03 Edition)

emergency compass in addition to the one required in paragraph (a).

§ 169.711 Emergency lighting.

(a) Each vessel must be equipped with a suitable number of portable battery lights.

(b) Each vessel of 100 gross tons and over must satisfy the emergency lighting requirements for a miscellaneous self-propelled vessel as contained in part 112 of this chapter.

(c) Each vessel of less than 100 gross tons that has accommodation spaces located below the main deck must have permanently installed lighting which is connected to a single emergency power source or permanently installed, relay-controlled, battery-operated lanterns. The lighting or lanterns must be fitted along the avenues of escape, in the wheelhouse, and in the engine compartment.

(1) A single emergency power source, if provided, must be independent of the normal power source and must be either a generator or a storage battery.

(d) The emergency power source and batteries for individual, battery-operated, lanterns must have the capacity to supply all connected loads simultaneously for at least 6 hours of continuous operations. If the emergency lighting is provided by battery power, then an automatic battery charger that maintains the battery(s) in a fully charged condition must be provided.

(e) The emergency lighting system must be capable of being fully activated from a single location.

§ 169.713 Engineroom communication system.

An efficient communication system must be provided between the principal steering station and the engineroom on vessels which are not equipped with pilothouse controls if, in the opinion of the Officer in Charge, Marine Inspection, this is necessary for proper operation of the vessel.

§ 169.715 Radio.

(a) Radiotelegraph and radiotelephone installations are required on certain vessels. Details of these requirements and the details of the installations are contained in regulations